

# Naturalist Notebook

JUNE/JULY 1973

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# Naturalist Notebook

JUNE/JULY 1973 VOLUME 9 NUMBER 7

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**PUBLISHED BY THE THAMES SCIENCE CENTER**

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## Cover:

American Toad . . . . . Photograph by Tony De Gange

*Printed on recycled paper*

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# Protecting Our Oceans

by Paul G. Keough

Oceans cover more than 70 percent of the earth's surface, a total area of about 140 million square miles. In fact, our planet is habitable only because so much of its surface is water. Oceans are a critical environmental factor, contributing to the atmospheric balance of oxygen and carbon dioxide, affecting the global climate and providing the base for the world's hydrologic system.

The ocean is especially important to the New England Region. The Atlantic is the habitat for much of our fish and wildlife. It is a place of recreation and psychic revitalization. It is a source of employment for many of the citizens of the region.

Regrettably, the Atlantic, as well as the other oceans of the world, are also the final receptacle for wastes carried by our rivers or dumped directly from barges, ships and pipelines. But unlike rivers and lakes, the oceans have no outlet for the refuse dumped into them.

Direct dumping off the U.S. coasts accounts for more than 50 million tons of wastes each year. About 80 percent is dredge spoils, 10 percent is industrial waste and 9 percent is sewage sludge. The remaining one percent is made up of construction and demolition debris, solid waste, explosives, chemical munitions,

radioactive wastes and miscellaneous material.

This, however, represents only a small portion of the total volume of pollutants that find their way to the oceans. Most pollutants are brought by rivers and streams, but the new Federal Water Pollution Control Act of 1972 will limit this form of degradation.

Every indication, however, pointed to a substantial increase in direct ocean dumping if this disposal method had been left uncontrolled. For example, in 1959, industrial wastes disposed of by ocean dumping approximated 2.2 million tons. By 1968 the amount had increased to over 4.7 million tons, a 114 percent increase in nine years. In the same period, the amount of sewage sludge dumped increased by 61 percent, from 2.8 million tons to 4.5 million tons.

On April 23 of this year, a new law—the Marine Protection, Research and Sanctuaries Act—went into effect which should help to solve this problem. Those interested in seeing our oceans protected from further degradation should be aware of the provisions of this important new law.

The new law absolutely bans dumping radiological, chemical or biological warfare agents and high level radioactive wastes.

With one exception, permits are required for transporting ma-

materials for ocean dumping and for the dumping itself. The Corps of Engineers issues permits for dredge spills, the Environmental Protection Agency for all other materials.

The exception is fish wastes. Since they are a natural ocean waste product, no permit is required unless harbors or other protected waters as the receiving waters are involved or unless the EPA Administrator finds that such deposits in certain offshore areas could endanger health, the environment or ecological systems.

Dumping sites are designated by EPA and, wherever possible, will be located beyond the continental shelf. This is a vital provision since about 90 percent of known marine life is concentrated above the continental shelf.

Before granting any permits for dumping EPA and the Corps of Engineers must consider:

- the need for the proposed dumping
- the effect on fisheries, shellfish, wildlife, beaches and marine ecosystems.
- the effect of dumping particular volumes and concentration of materials and the persistence of the effect.
- appropriate locations and methods of disposal or recycling, including land-based alternatives and the probable impact of requiring the use of such alternate locations or methods.

The new law does have some teeth. It provides for both civil and criminal penalties for violations ranging up to \$50,000 and two years in prison.

The Coast Guard is responsible for the surveillance and enforcement necessary to prevent unlawful transportation of material for dumping or unlawful dumping.

Environmentalists should be

aware that the law does contain a citizen action clause. An individual may initiate a suit to enjoin any person, including any Federal, state or local government or agency who is alleged to be violating any prohibition, limitation, criterion or permit established or issued under this law.

Environmentalists also should note that under this law the Secretary of Commerce is authorized to designate as marine sanctuaries those areas that should be preserved or restored for their conservation, recreational ecological or esthetic values. These may be situated in ocean waters as far as the outer edge of the Continental shelf, in other coastal waters or the Great Lakes and their connecting waters.

Once an area is designated a marine sanctuary, no permits, licenses or other authorizations can be issued unless the Secretary of Commerce determines that the permitted activity is consistent with the purposes of the sanctuary.

The oceans are man's common heritage, his fortune and, indeed, his future. This new law gives environmentalists the tools they need to prevent the destruction of these valuable resources.

. . .

*Paul G. Keough is Acting Director of Public Affairs for the New England Regional Office of the U.S. Environmental Protection Agency. Mr. Keough has been with the Federal Government since November of 1971. Prior to this he served as press secretary and administrative assistant to Massachusetts Lt. Governor, Donald R. Dwight. He is a former newspaper reporter and radio news director.*



# On the Sound with the Block Island Ferry

by Shelley White

Illustrations by Jeanne Ryan

At the foot of State Street in New London lies the BLOCK ISLAND, her breast lines taut to the Pier. The diesel motor hums and the radar on the wheel house swings round and round. Capt. Daughtrey can be seen behind the narrow horizontal windows of the wheel house, and the deck hands are ready to cast off the spring lines as she backs away from the dock . . . the ensign flies high at her stern . . . what a sight! She leaves New London daily in the summer months at 11 A.M. and her return trip leaves Block Island at 3:45 P.M. From mainland New London to Block Island, sailing time is approximately two and a half hours. Round trip fare for adults is \$5.00, children under twelve half-fare, under five free!

For the sea rover, drifter, naturalist, bird watcher, boat lover, beachcomber or popcorn eater, there is nothing that can equal a summer day headed for Block Island on this important looking vessel, the BLOCK ISLAND.

As the bow and stern lines are cast off, climb the circular stairs in the stern to the top deck for the morning air. Let your nose explore the unfamiliar smells of the fine old iron hull, many times painted; the diesel fuel; hemp from her dock lines. The hull vibrates as she backs away from the pier. Although the river Thames is quiet today, "sea-legs"

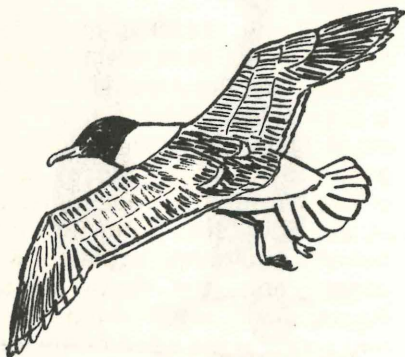


*Cormorants*

are in order. Any suffering envisioned is soon forgotten as the BLOCK ISLAND heads out the river with dignity.

The Groton Monument and Fort Griswold (commemorating one of the least-known episodes of the Revolutionary War) stand high to port as we pick up speed, leaving small fishing boats bobbing in our wake. Old New London Harbor Light is to starboard, Cormorant Rocks and Sarah's Ledge mark the shoal on the west side of the main channel out of New London. Already the gulls are playing the "following game"—coasting on the updraft created by the vessel and diving for crumbs thrown overboard by the passengers. Black-backed, Herring and Laughing Gulls circle and cry in our wake.

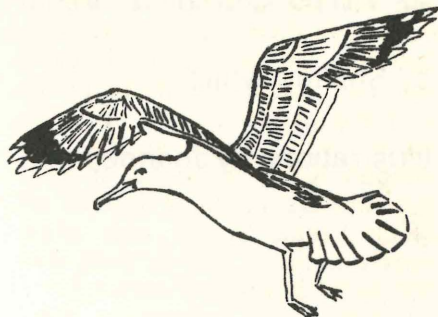
As we head towards the Race, it is interesting to remember that 30,000 years ago, three waves of ice crept down over New England and covered it with soil and rock.



*Laughing Gull*

Where the rounded masses of ice came to rest they laid down moraine, and melting streams carried off sand and gravel to outwash plains. This slow invasion was followed by a melting back, or retreat. This crushing and building left this unique Sound—modeling each feature and shape of Fisher's Island, North and South Dumpling, the Race, Valiant Rock and this whole eastern entrance, a deep navigable waterway to Long Island Sound.

Strong rips and swirls set the boat to bobbing as she fights through the strong current and choppy seas of the Race. The Race extends between Fisher's Island and Little Gull Island to the west. Rocky patches form the floor of the Race and their abrupt contours cause this turbulence. When the wind is opposite the tide, the current boils into a heavy sea.



*Herring Gull*

Cormorants are lined up on the rocks of Race Point on Fisher's Island. The hunched back profile of several Loons fly overhead as the BLOCK ISLAND dodges lobster pots in the Race.

Rounding Race Point the vessel settles in, and the slow rolling ocean swell rocks the BLOCK ISLAND. High bluffs and sand and boulder beaches make up the south shore of Fisher's Island . . . it is now mid day, and the wind has shifted southwest as the warm land draws the cool sea breezes to the coastline. We pass Cerberus on our starboard, and she hoots a lonely sound. In winter, when the BLOCK ISLAND is safe up the river, during heavy winter storms, seas break on this lonely shoal, and the tide rips are strong.

By now we are almost half way, leaving sight of Fisher's Island, with open seas ahead. Gulls dive and terns "work" or feed on schools of bait fish. If you are a bird watcher you might spot a narrow tailed Shearwater, or a small Wilson's Petrel dancing over the surface of the water, wings held high, seeming never to touch the cresting white caps. Sea-going folk call these small birds Mother Carey's Chickens. They are seen



many miles out to sea. Perhaps you will see a school of playful Porpoises diving under the boat. Standing aft on the lower deck you can watch the water churn as the propellers swirl the white water with large strands of Winged Kelp. Gulfweed or Sargassum live in these waters off Block Island Sound and when seas are calm, clumps float and drift with flotsam and jetsam.

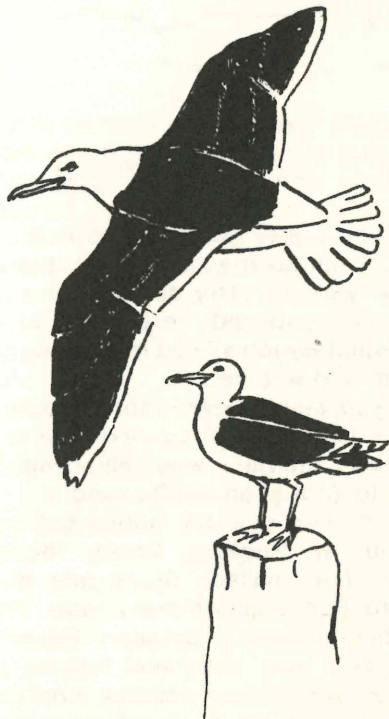
Block Island ahead to starboard! The sand and clay bluffs of Southeast Point are in view and you can smell the heat of the land and the honeysuckle of the warm summer day.

Block Island, five miles long, is a wind swept bare island discovered in 1614 by Adrian Block, Dutch explorer and trader who gave it its present name. Manises, meaning "Little God" or "Little God's Island", was the name the once powerful Narragansett Indians gave the island before the white man came to settle there. In "olden days" there were many colorful tales of sailors shaking their heads when they spoke of Block Island. "I would rather be wrecked anywhere, than upon Block Island" was a common saying in the forecastle or on the midnight watch when the island came in sight. Wreckers would strip a ship and divide her cargo on the theory that to the finders go the spoils. Indian tales were many and the Mohegan Bluffs will ever remain a monument of the Narragansetts . . . some say a war party of Mohegans from the mainland were driven over Mohegan Bluffs by the fierce Block Island Narragansetts.

We have come almost 27 miles from New London as we round the jetty into Great Salt Pond on the northwest side of the island. The

entrance is a dredged-out cut through the narrow beach, and is protected by the jetty. Look on the jetty for Cormorants and perhaps a Black Crowned Night Heron watching silently as we sail quickly through the cut with the tide to the ferry landing at the head of the pond.

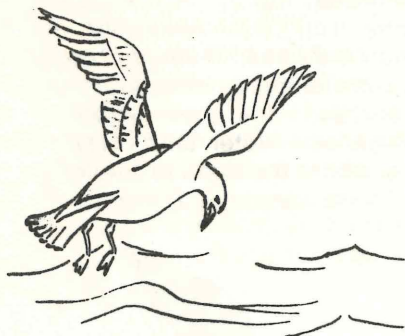
While the vessel is made fast to the dock, from the top deck you can see the many stone walls crisscrossing the island. The smell of Bayberry and *Rosa rugosa* (Salt Spray Rose) is a change from the cool moist air of the open sea. From the dock below come happy shouts of welcome, and the newly-painted Narragansett Hotel stands fresh and smart at the head of the ferry slip. There was once a "horsecar"



*Great Black-backed Gull*

or trolley towed by a horse, that met the boat. If the trolley had a good load, there would be a fresh horse waiting at the pump house past the first hill. Those were the days!

The island is shaped like a pear, with neither even hillsides nor level plains. Some say there are 365 kettle ponds, left by the melting blocks of ice of the glacier.

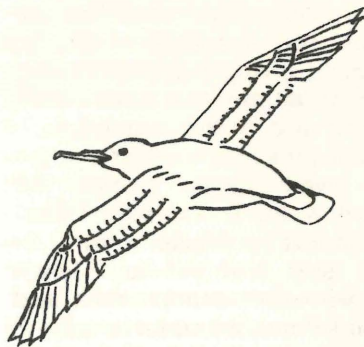


*Petrel*

If you are to ride the 3:45 P.M. boat back to the mainland, stay fairly near the ferry dock. A walk to Trim Pond and the Hogpen to Crescent Beach will be interesting to the bird watcher.

If you wish to learn more about Block Island there is a taxi driver named "Maizie", who will drive you to Mohegan Bluffs, and tell you of her colorful book, published by Pageant Press, Inc. 1957, N.Y. called, *Block Island Scrap Book*. Livermore's *History of Block Island* originally printed in 1877, and reprinted for the *Block Island Tercentenary Anniversary* in 1961, gives you much Block Island history, documented as well as legendary.

As 3:45 P.M. nears, the ferry toots and the bustle increases on



*Shearwater*

the dock as cars and cargo are loaded. Underway again we set up a good wake as we round the jetty and head this time for the Rhode Island shore and Watch Hill Passage. Cumulo nimbus clouds (thunderclouds) hang above the shore inland and the Rhode Island beaches stretch as far as the eye can see to starboard. Watch Hill Light flashes as we run through Watch Hill Passage with the tide—the buoy marking the passage is almost towed under by the tidal current. In the main channel of Fisher's Island Sound, the tide sets westward. Along the beach at Napatree Point it is calm, well out of the current. There were once 40 homes along the sand beach and dunes of Napatree Point. At the time of the Great Northeast Hurricane of 1938, every building on the beach and point were swept away. There are four distinct habitats in the natural area of Napatree Point: dune, beach, salt marsh, and about ten acres of upland habitat. The ocean on the south side is a habitat for pelagic species, and the bay to the north is a refuge for shallow water species.

Large sea swells break over Catumb Rock to port as we head



towards the spark-plug-like apparition that is Latimer Light. Up the Mystic River to the north, Lantern Hill juts up like a thumb along the rolling hillsides around it. To starboard is Ram Island, where once stood a great resort hotel, attracting many summer boarders. Silver Poplars stand along the south end and Whale Rock is lined with Cormorants to the east. At Bluff Point, we see a large area of forest, where the ruins of the estate of John Winthrop, first Governor of Connecticut, lay neglected on this beautiful, last remaining forested natural area of the Connecticut coast. The house, built in the mid-1600's, remains as ruins on the abandoned field on the summit of the point. The house stood until 1960, when vandals burned it down. The remains of the estate consist of a massive chimney, an underground root cellar, corn crib and foundations of barns. At Bushy Point is one of the last undeveloped beaches on the Connecticut coast. A sand spit emerges from the end of Bluff Point and contains a beautiful salt marsh at the mouth of the still unpolluted Poquonnock River.

The end of our adventure on the BLOCK ISLAND nears as we approach a red brick building on a square pier at the west side of the New London Ledge and at the entrance to the channel into New London Harbor. New London Ledge Light, or Point Able as the submariners call it after their maneuvers at sea, stands 58 feet above water, looking like a cozy house on a village street.

We head up the channel, past Grees Harbor, where small craft shelter, and Shaw Cove. The heat of the land and a fresh breeze (the mooring or anchoring breeze as sailing folk would say) blows

... it could have been only yesterday that this harbour front with its many wharves and warehouses was filled with sailing vessels bearing whale bone and barrels of oil ...

And so ends our day on Block Island Sound. What an amazing and wondrous thing that in these few hours we can journey to an off-shore island, feel the sea swell, and run with the tide, sharing the experience of Dana's narrative poem, "The Buccaneer", as he describes ...

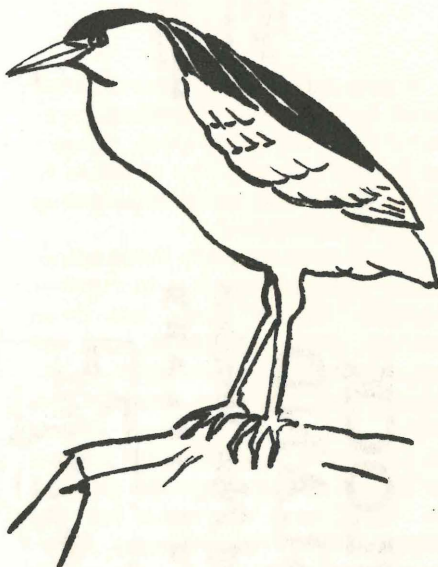
#### THE ISLAND

The island lies nine leagues away.

Along its solitary shore,  
Of craggy rock and sandy bay,

No sound but ocean's roar,  
Save where the bold, wild sea-  
bird makes her home,

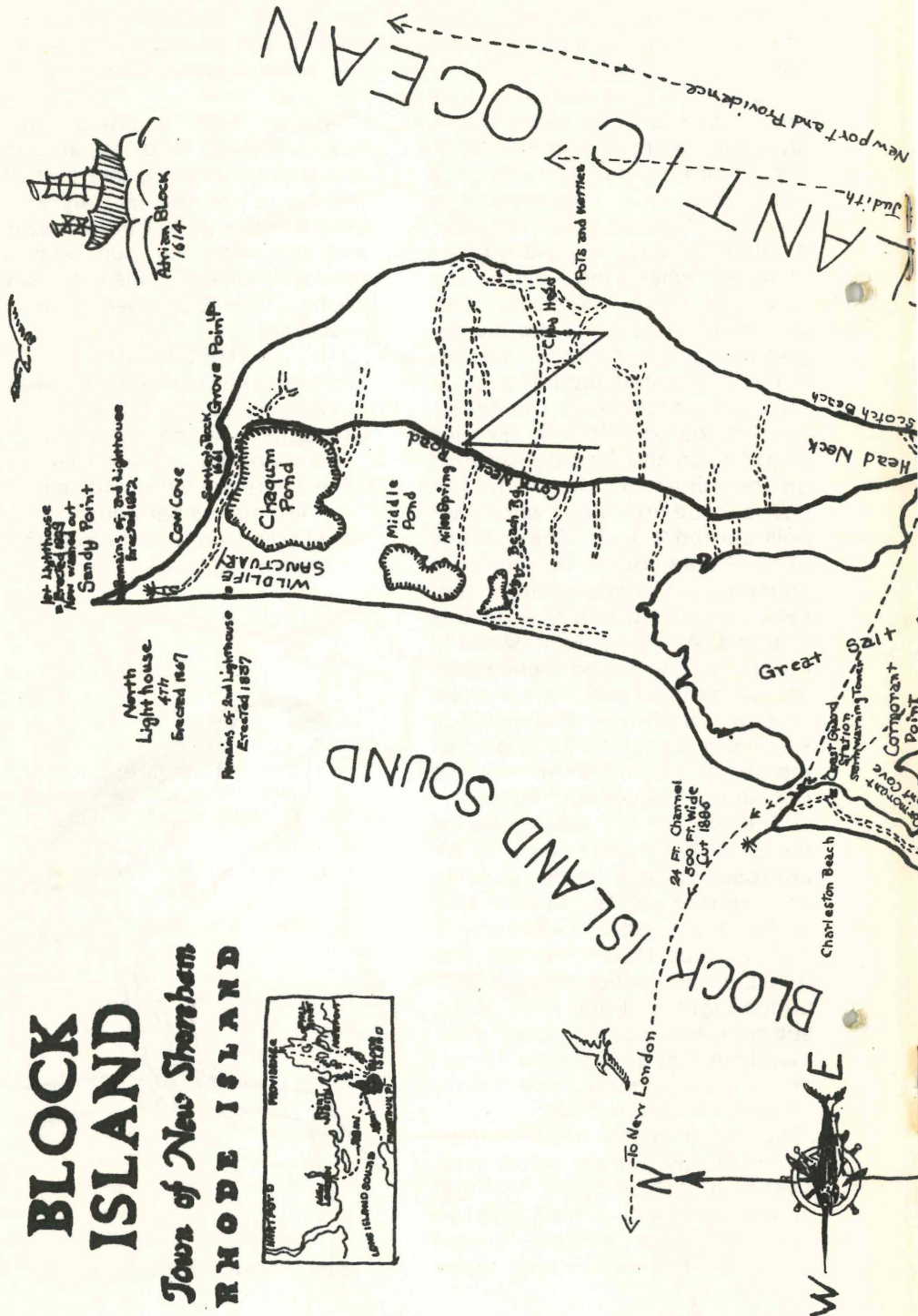
Her shrill cry coming through the  
sparkling foam.



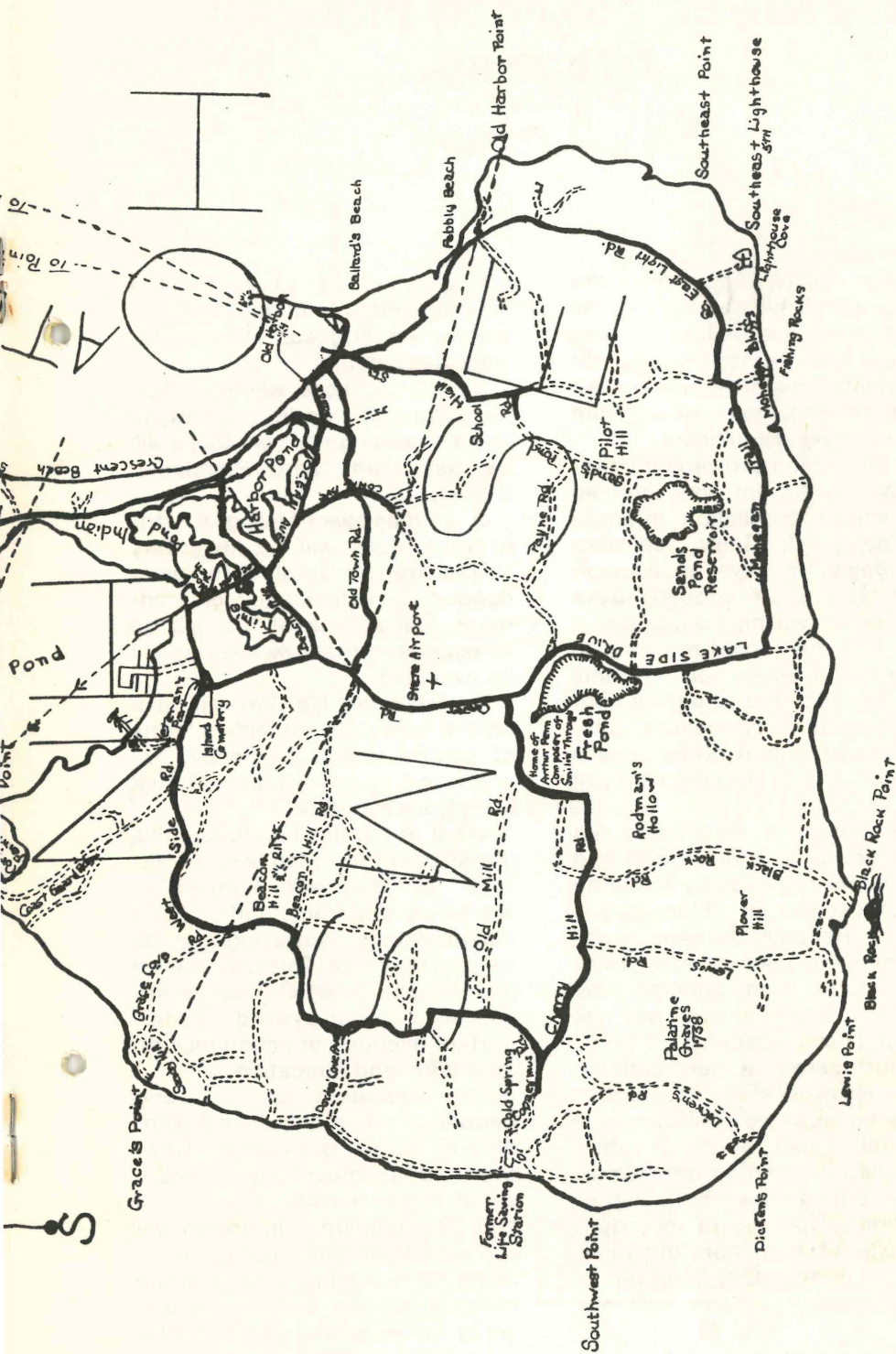
*Black-crowned Night Heron*

# BLOCK ISLAND

Town of New Sharnhem  
RHODE ISLAND







# The New Environmental Philosophy: A Challenge

by Homer S. Kelsey

When man emerged from the animal world, he was fighting his environment. His philosophy was one of "Man versus Nature." At that point in his development, his effect on ecological equilibrium was relatively insignificant.

As civilization evolved, environmental equilibrium was affected only where population intensity became great. Man's pollutants then began to have an adverse effect. But water supplies were plentiful for washing away pollutants, and man could move on to new ground when soil nutrients were too depleted to permit continued, effective agriculture. After all, there were unexplored oceans of water and virgin continents of land.

The Industrial Revolution fed man's greed for more things and more pleasure, thereby fostering his philosophy of "Man versus Nature." Recently the laws of nature and the laws of economics have made man consider his situation. But he has not yet changed his philosophy.

Unfortunately, a new philosophy must be evolved. It is unfortunate because we adults who are still fighting nature will not suffer. Our children and grandchildren will be "eating crow," both literally and figuratively, when they confront ultimate limitations of nature. They will by necessity be living the new philosophy: "Man *with* Nature."

You and I will miss out on this,

the greatest of all revolutions for mankind. We might well consider preparing our children for what is inevitable:

1. *Z.P.G.* There will be tragic reductions in world population. For a generation or two, there will be *less than* "Zero Population Growth."

2. *Higher cost of living.* A longer work week will be necessary so that we can do all of the work needed to maintain our environment. Necessities of life will be so expensive that few luxuries will be available.

3. *A simpler life.* We will have little to spend on subjective forms of entertainment. Efficiency, humility and beauty will prevail, just as they do in nature.

What about this revolution, this transition from "Man *versus* Nature" to "Man *with* Nature?" It will be painful, tragic, difficult and disappointing: increasingly so as we procrastinate. This is where we fit in—today, now! *Corrective action* must be our byword. The important avenues of action include legislation and education.

The education of our young people in the realities and wonders of nature is essential. However, adults must also be educated in the realities and correction of pollution. Otherwise we will not obtain the required legislation for financing, planning and carrying out the necessary measures for reversing our trend toward environmental devastation.



How do we educate adults? This turns out to be the most difficult task of all. You see, adults already know everything. At least, they seem unable to admit when they are wrong (environmentally) without first experiencing some kind of tragedy.

In other words, we adults are not capable of accepting the new philosophy of "Man with Nature."

Am I wrong?

• • •

*Editor's Note: Those of us who strongly believe in the need for environmental awareness and in education for developing human potential may disagree with Mr. Kelsey's point of view. Those with differing opinions are invited to submit them for publication in the Naturalist Notebook. The publication of any such point of view does not indicate endorsement by the Thames Science Center, Inc.*



## THAMES SCIENCE CENTER MUSEUM SHOP

### **New gift arrivals:**

Mexican painted pottery owls, cats, snails

Carved owls

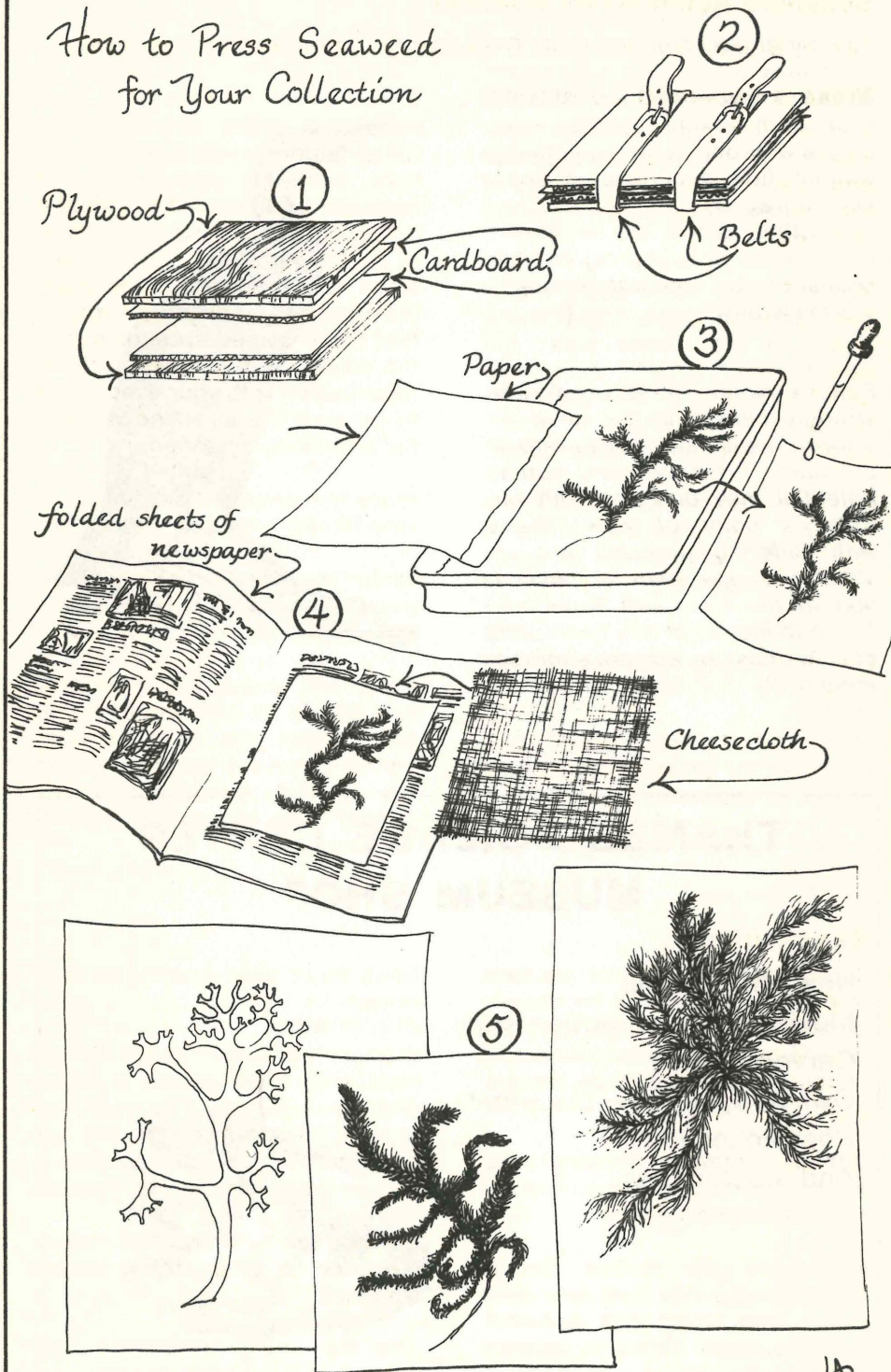
Owl, bird, butterfly placemats

Rock collections

And much more!



# How to Press Seaweed for Your Collection





## Seashore Activities for Summer

*Text by Brenda Golberg Bibb, Drawings by Lynn Anderson Peterson*

### Make a Seaweed Collection:

You will find many different seaweeds washed up by the high tide and floating in the water. Some of the smaller ones make beautiful pictures.

You will need: some good quality hard drawing board (light bristol board or old manila files), old newspapers, cheese cloth, old cardboard, one or two old belts, two pieces of plywood, 12" x 18", a basin or flat pan, an eyedropper.

Cut pieces of cardboard the same size as the plywood. Make a "sandwich" with layers of cardboard between the two pieces of plywood.

Use the belts to pull the sandwich tight.

This is called a "plant press". You can use it for pressing land plants as well as seaweeds.

Collect some seaweeds and

choose a pretty one to press. Small feathery ones are easiest to learn with. Fill your basin with seawater and float the seaweed in it. Cut a piece of your good paper to be the right size for your seaweed. Slip it into the water under the seaweed and lift upwards so that the seaweed spreads out on the paper as the water runs off. Squeeze water with your eyedropper to be sure the seaweed is laying flat and nicely arranged.

Place the seaweed and paper inside folded sheets of newspaper.

Cover the seaweed with cheese-cloth. (Otherwise it will stick to the newspaper.)

Place the folded paper between two sheets of cardboard in your plant press and do it up again tightly. Store the press in a warm dry place. In a week or two you should have beautifully mounted seaweeds.

### Sea-mobiles:

The seashore is one of the best places to collect things for making mobiles. You will need: light objects to hang on the mobile; string or thread, thin sticks or dowels, glue.

"Mobile" means "moving", so make your mobile light so that the wind can move it easily!

First, plan your mobile. Decide which objects look best near each other, and which are heaviest. Use one heavy object to balance several light objects.

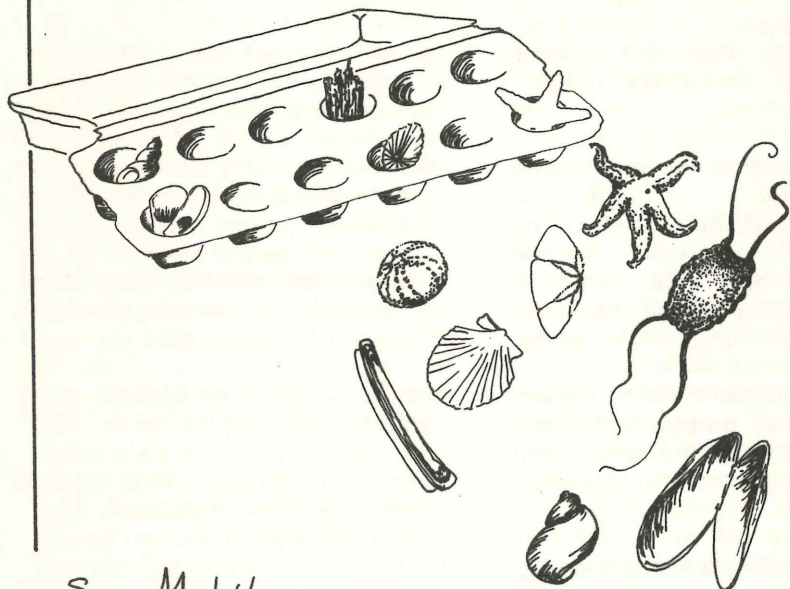
Next, tie or glue a string to each object.

Start *at the bottom* to tie the objects onto short pieces of dowel (the cross-pieces). The best knot to use is a round turn and two half-hitches. Use a drop of glue to secure the knotted string in place.

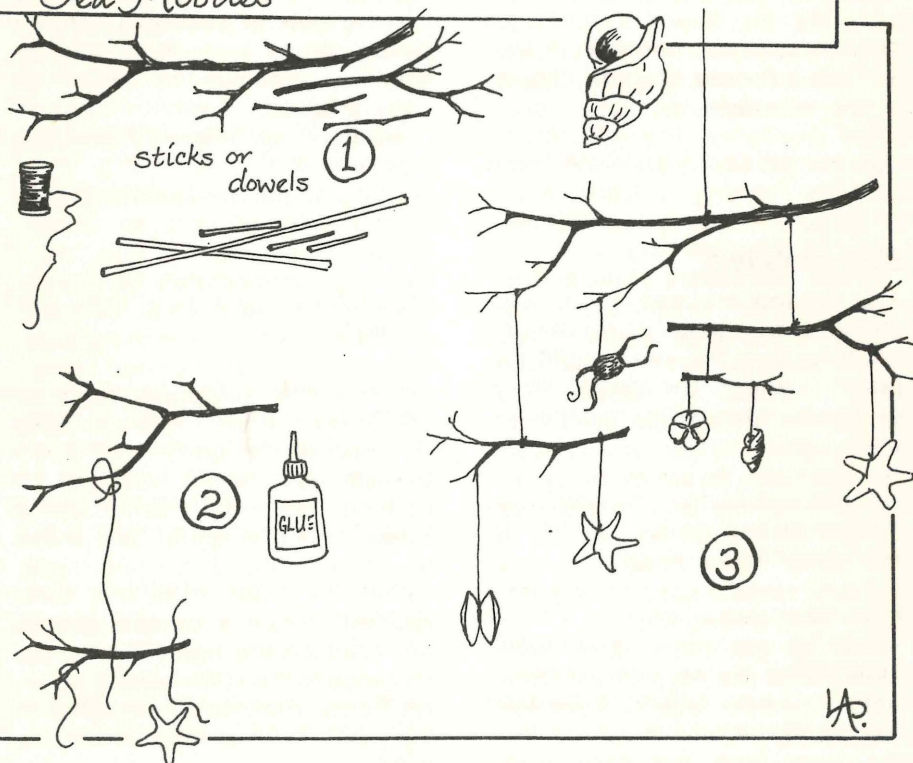
Balance each completed cross-piece on a third string, secure with glue.

The top string should be long enough to hang your mobile.

# Flotsam and Jetsam



## Sea Mobiles





# Places to Look for Birds

By Frank R. Haeni

There are numerous natural areas found throughout South-eastern Connecticut that are ideal for bird watching. The following are some of my favorite birding areas.

**Connecticut Arboretum, New London.** This beautiful natural area consists of 360 acres of mixed hardwoods, conifers, thickets and a small freshwater pond. Well-maintained trails can be followed throughout most of the Arboretum. Trail guides and maps are available at the Thames Science Center. Warblers, thrushes, mimics and woodpeckers, are just a few of the many different species that can be found there.

How to get there: Exit from Route 95 for New London and Norwich, proceed north on Route 32. Turn left onto Williams Street at the stoplight by the Coast Guard Academy. The Arboretum is on the left about 0.6 miles from this turn. Parking is available on Williams Street, or at the Thames Science Center parking lot.

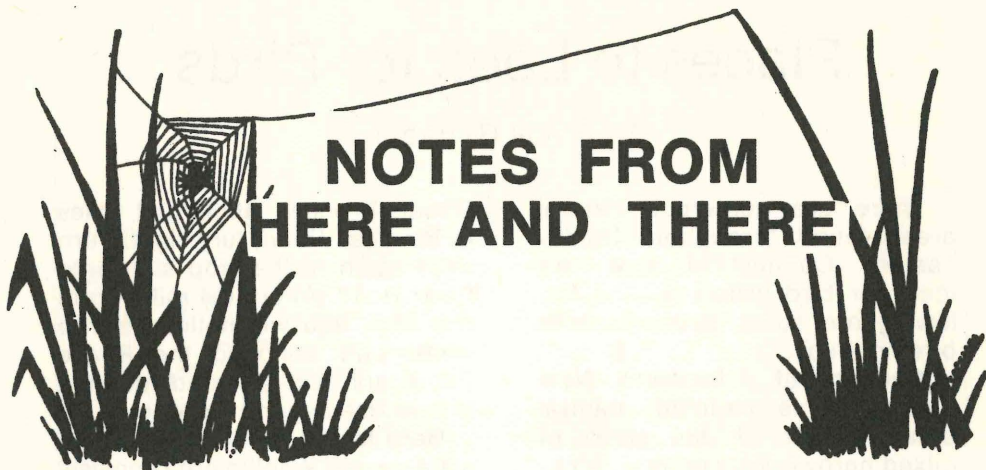
**Peace Sanctuary Nature Preserve, Mystic.** The Sanctuary consists of thirty-three acres of red maple swamp, beech, oak and maple forest. A nature trail meanders through the area providing access to the various habitats. Warblers, thrushes, fly catchers, chickadees and nuthatches all nest on the Sanctuary. On a walk down River Road you may also find several species of gulls, shore birds and egrets.

How to get there: Exit from Route 95 for the Allyn Street Connector towards Mystic. Turn left onto Sandy Hollow Road. At the stop sign, turn left onto High

Street. Proceed about 0.2 miles to Bindloss Road, turn right. Turn right again at the stop sign onto River Road. About 0.4 miles from this turn, you will notice a large white sign denoting the Peace Sanctuary. Off-the-road parking is available beyond the sign.

**Barn Island Wildlife Area.** This state-owned Wildlife area consists of over 700 acres of open salt water, salt- and brackish-marshes, mixed hardwoods and uplands reverting to fields. The best way to bird this area is to follow the roads and dikes which traverse most of the marsh. This is an excellent area for seeing shore and marsh birds. In addition, several species of waterfowl use the area for nesting. The open fields and uplands also provide excellent habitats in which to look for birds.

How to get there: From the junction of Routes 1 and 1A in Stonington proceed east on Route 1 to the traffic light on Greenhaven Road, about one mile. Bear right immediately on Palmer Neck Road and drive to the parking lot at the boat launching area, about two miles. The road across the marshes eventually ends at the Stewart Farm. This can also be reached by continuing down Greenhaven Road, instead of bearing right on Palmer Neck Road. Proceed about two miles to Stewart Road on the right. About 0.4 miles from this turn, you will notice a private-looking dirt road on the right. This is the entrance to the state-owned Stewart Farm. Parking is available in the open field at the end of the road.



## NOTES FROM HERE AND THERE

**DAY CAMP:** There are still a few openings in our Environmental Science Day Camp. Pre-schoolers, high school students, and all ages between, have a unique opportunity to learn about and enjoy natural environments. For information and an application form, call the Center at 442-0391.

**FRIENDS:** Mrs. Ellery Allen and Mrs. Leon J. Bascom have renewed their Friend memberships.

It is with sadness that we note the passing of Mr. Robert Cushman Murphy, a former trustee of the Peace Sanctuary. Mr. Murphy was a lifelong champion of conservation.

**NOISE POLLUTION:** The State of Connecticut is training specialists in the use of decibel meters to put the bug on noisy cars, trucks, and motorcycles, according to a story by Gerald Demeusy in the Hartford Courant. This is part of a program to enforce new noise-limiting regulations. The trainees attend Hartford's College of Engineering, said to be the only undergraduate school in the nation that offers courses in noise control.

**MEMBERSHIP DRIVE:** The Membership Committee of the Thames Science Center wishes to extend their sincere appreciation to everyone who helped to make this Spring's membership drive possible. The drive consisted of a mailing to 15,000 homes in the region and was supported with the distribution of Center information to a number of public places. These projects could not have been completed without the helpful assistance of many volunteers, coordinated by Mrs. Evelyn Harris. Special thanks also go to the office staff who gave much of their time to this cause, and to members of the East Lyme and Waterford Junior Women's Clubs and helpers from the Voluntary Action Center in Norwich who prepared thousands of the letters for mailing.

**AUCTION:** Don't forget the Thames Science Center Auction on Sunday, July 1, 1973, at 1:30 P.M. We are still looking for good used items to be auctioned. If you have something you no longer use that someone else might, call Mrs. De Santo at 739-8912.



# FIELD NOTES —

## MARCH 1 - APRIL 30, 1973

**Waterford:** A pair of OSPREYS began building a nest on the platforms set out for them in the marsh adjacent to Harkness Park. This is the first time that Ospreys have used the platforms there. Hopefully they will be successful in their attempt to raise a family. The first RED-WINGED BLACK-BIRDS of the season were seen May 2. An early ROUGH-WINGED SWALLOW was found on May 8. WOODCOCKS started their migration into this area on March 12. An uncommon visitor, the EUROPEAN WIDGEON was seen at the Harkness Pond March 14. Snowdrops started blooming March 21. A CAROLINA WREN was first seen March 25. Seven PURPLE SANDERLINGS were observed on the shore March 26. Fifteen migrating BLACK-CROWNED NIGHT HERON were seen on April 8, and a CATTLE EGRET was seen at Harkness April 9.

**New London:** A large flock of 125 SNOW GEESE were observed flying over Connecticut College April 7.

**Niantic, Old Saybrook, The Lymes:** A YELLOW-SHAFTED FLICKER was seen throughout the winter at a feeder in Niantic.

An early INDIGO BUNTING was seen in Lyme March 14. Eight PECTORAL SANDPIPERS were observed in Old Lyme March 15. Three very rare and unusual LITTLE GULLS were seen in Lyme March 16. An early BLUE-GREY Gnatcatcher was seen in Lyme March 21. Birders found the following interesting birds in Lyme on March 22: A LONG-BILLED MARSH WREN, GREEN HERON, BLUE GOOSE, and DUNLIN. A RUBY-THROATED HUMMINGBIRD was observed in Lyme March 25. On March 28, a SHARP-SHINNED HAWK was seen in Old Saybrook. An OSPREY was seen March 29 in Niantic. Fourteen GLOSSY IBIS were seen on April 16 in Lyme. Two CATTLE EGRETS were seen in Old Lyme on April 21.

**Stonington:** The following observations were made at Barn Island in Stonington: A COMMON EGRET April 1, three SNOWY EGRETS, ten GREATER YELLOWLEGS and a LITTLE BLUE HERON, all on April 15.

**Contributors:** B. Blanchette, B. Hernandez, G. Bissel, B. Burt, H. Lundy, F. Haeni, K. Haeni, J. Carlson, R. Anderson.

## SUMMER HOURS

The Thames Science Center will operate on summer hours for the months of July and August, opening at 8:00 A.M. and closing at 4:00 P.M. on Monday through Saturday, from 1:00 P.M. to 5:00 P.M. on Sunday.

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